

September 28, 2004

Subject: Long Beach Airport Air Traffic

As you may know, the Long Beach Airport has been undergoing rehabilitation of its main runway (Runway 12/30) since November of 2003, and we expect the project to be substantially completed by year's end.

Most of the work has been done at night; however seven Saturdays involved daytime main runway closures, necessitating airline and other jet traffic use of an alternate runway (Runway 7L/25R). The last Saturday closure occurred on September 18. Your understanding and patience during the Saturday closures, was greatly appreciated.

Currently, the runway rehabilitation work has necessitated the temporary deactivation of the FAA's Runway 30 Localizer system, a component of the Runway 30 Instrument Landing System (ILS). The ILS Localizer was deactivated on September 10th, and is expected to be placed back in service after a necessary FAA flight check of the system on October 6, 2004. During this system downtime, some aircraft operations are using a fairly atypical instrument approach to Runway 30, termed a "VOR approach" or visual approach, which involves a different flight track than normal for Runway 30.

Our apologies to you for the abnormal air traffic patterns during the Runway 30 ILS downtime. Our expectation is that air traffic flight tracks will return to normal – with possibly some rare exceptions – on or around October 6, 2004.

In the meantime, if you have any questions or would like more detail regarding the \$35m Runway 12/30 Rehabilitation Project, please contact the Airport Public Affairs Office at (562) 570-2678, or check our website at [www.lgb.org](http://www.lgb.org).

Yours truly,

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